

FLYING BIG KITES.

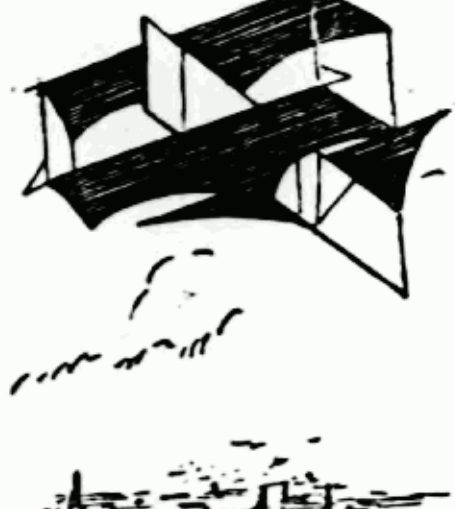
An Enthusiast in Regard to Aerial Navigation.

SAILED ABOVE THE CITY.

One of the Machines Was Flown from the Morgan Building Roof Yesterday—Its Carrying Power Was Demonstrated.

Scientific kite-flying is the hobby of Charles M. Lamson of Portland, Me. Mr. Lamson is a guest at the Genesee Hotel in this city, and yesterday morning he sent up two of his kites for the edification of several thousand people who watched the strange looking objects glide about in the air, several hundred feet above the tall Iroquois Hotel building. Mr. Lamson is the inventor of the multi-plane kite, built something on the lines of the celebrated Lillenthal flying machine, which paradoxically refuses to fly. The principle is the aero-plane method which is in use by Prof. Hiram Maxim and Prof. Langley of Washington, who claim to have a machine that will really fly.

Mr. Lamson has not taken to kite-flying with any expectations of solving the great question of aerial navigation, but indirectly he is interested in this subject, and



The Big Kite Flying Over the Genesee.

believes that the aero-plane method, as perfected in his kite, is the principle that will some day prove a solution to the vexed question. That he really does believe this is illustrated by his parting remark to a reporter for the Courier yesterday:

"The aero-plane," said he, "or bird-like machine is the line along which the successful flying machine will one day be a certainty, and I hope and expect before I die to ride successfully through the air on a flying machine built on this principle."

Mr. Lamson is not here for the purpose of flying kites. It is a hobby or source of amusement with him. He came to Buffalo Wednesday night, and happened to have two kites stored here. The first thing he did yesterday was to get them out and have a little of his favorite amusement. Mr. Lamson is one of the original members of the L. A. W., and designed the present emblem used by the association. He is also the inventor of Lamson's luggage carrier for bicycles, and is engaged in the business of manufacturing these carriers in Portland. In appearance Mr. Lamson is a small man; very slight, with dark complexion and black eyes. He wears glasses and has a beard.

Mr. Lamson has been making and flying kites for several years and is as well known in this connection as Hargraves, the inventor of the box-kite and W. A. Eddy, the celebrated Jersey kite-flyer. Eddy flies kites for purely scientific purposes. Hargraves, the Australian expert, flies for pleasure and so does Lamson. The latter realizes that the kite as designed by him is but little removed from the ultimate successful flying machine, but he is leaving to others the great work of determining how the flying machine should be perfected. Mr. Lamson made several successful experiments with his kite yesterday. It was in the air for nearly an hour and thousands stood and gaped sky-ward in open-mouthed wonder. The kites were sent up from the roof of the Morgan Building at the corner of Huron and Main streets.

Finally the kite in the air, pulled over its string and as there was no longer any resistance, it fell onto an adjoining roof, injuring it. In the afternoon Mr. Lamson tried to send up a second kite, but after several unsuccessful efforts, he gave it up. The big machine would scud across the roof carrying everything before it, but it sullenly refused to go over five feet in the air and finally was so badly injured that it was necessary to give the experiment up for the day. Mr. Lamson explained that there was an eddy of wind formed on the roof and this made it impossible to get the kite into the air. It will fly much better in a light wind and its carrying powers were demonstrated yesterday, when a cot was carried up several hundred feet in the air and later a piece of iron weighing fully 15 pounds was carried up.

In some of his experiments in Portland, Mr. Lamson has arranged a tandem of kites and lifted heavy weights in the air, where they have been sustained. Both Eddy and Hargraves have been carried into the air by means of tandem kites, but Mr. Lamson does not care to take the chances. He has photographed extensively by aid of his kites. The method is to hang a camera to the kite frame and when it is at the proper angle above the earth, snap the camera by means of a string. In this way he has secured several good pictures of Portland and the surrounding country. Not long ago he sent some kites up in Portland for Gen. Miles and the latter was highly pleased with the exhibition and its possibilities in military photography in time of war. Mr. Lamson has tried box kites on the Hargraves system and has made a decided improvement on those used by Hargraves. Kites made by the latter are in tandem and fastened securely together. Those made by Lamson have been fastened so that one could move upon the other. Experiments have shown that this is of great advantage in retaining the kite on a more level plane.

The kite used by Mr. Lamson yesterday was about nine feet long and four feet wide. It weighs five pounds and the wings are made of cambric. A good illustration of it is given, herewith, as it appeared over Main Street in the forenoon. Mr. Lamson, who leaves the city to-day, has made some experiments with the Lillenthal flying machine also. He bought one from the German inventor a year ago, but has never been able to do anything with it, although he believes that Herr Lillenthal has done much to aid the science of perfecting a bird-like flying machine. Mr. Lamson is a member of the Aeronautic Society of Boston and takes a great interest in their work.